

19 March 1959

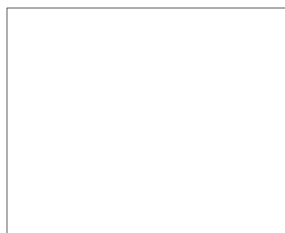
MEMORANDUM FOR: C/PP/PMD

ATTENTION :

SUBJECT : Liaison Meeting Concerning Special C-54 Aircraft
Cargo Doors and Aerial Dispatching Conveyor

REFERENCE : Memorandum for: C/PP/PMD, from C/TSS/ED dated
10 March 1959

1. As a result of the referenced memorandum a meeting was convened to consider advancing the installation date of the initial prototype inward opening aircraft cargo doors. Present at this meeting were the following:



PP/PMD
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DPD/AS
DPD-DD/P
C/TSS/ED
TSS/ED
TSS/ED

2. The general responsibility and present capacity for aerial cargo dispatching was outlined by and aided considerably in presenting a more clarified picture of the inward opening aircraft cargo doors and aerial dispatching conveyor requirements. The DPD/AS is concerned with aircraft support while PP/PMD is concerned with aerial dispatching and the related equipment. Both are responsible for their portions of air drop operations to DDP. At present there are no completely satisfactory aerial cargo delivery systems available. Although systems exist, they require multiple passes over the D.Z. area for peak load delivery. It is anticipated that the forthcoming system will minimize this undesirable aspect.

3. For the remainder of these programs TSS/ED liaison contacts will be as follows: on the cargo doors, and on the aerial dispatching conveyor. the initial TSS/ED liaison contact on the aircraft cargo doors, is no longer assigned this responsibility.

4. The fabrication completion date for the initial prototype inward opening aircraft cargo doors was stated by TSS/ED to be 18 March 1959. Installation can commence 23 March 1959. Installation date is reflected by a 48-hour notice required by the prior to aircraft delivery. It was brought out by TSS/ED that no mock-up airframe door section

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would be used prior to actual installation; therefore, final checking as to alignment and operation must be accomplished on the aircraft. An installation schedule of one to three weeks, depending upon fitting difficulties, is anticipated. Although time does not permit use of the mock-up installation fixture for the initial prototype doors, the remaining four (4) sets will be test assembled prior to packaging in a kit form for field installation. TBS/ED feels that this step is necessary to insure minimum installation time.

5. Phase two of the aerial dispatching conveyor program (remodeled breadboard) is scheduled for completion 27 March 1959 with a tentative static test scheduled for 30 March 1959. The final prototype conveyor (Phase Three) will require four to six weeks for fabrication after the design release is received by the contractor. Attention is called to the fact that the aerial dispatching conveyor is designed to function with the inward opening doors.

6. In view of the cargo door completion date (18 March) and Phase Two completion (27 March) of the aerial dispatching conveyor, it was agreed to initiate the cargo door installation effective 23 March 1959 at [redacted]. In addition, the "Bread board" aerial dispatching conveyor will be installed in the aircraft upon completion of fabrication and static testing. The "Bread board" conveyor is an advanced prototype which may be placed in operation if necessary. However, this conveyor is heavier than the final prototype, and due to its construction is not intended for aircraft installation. An aircraft availability period of three weeks (23 March to 10 April) has been advanced by Mr. [redacted] in order to marry both programs; providing a workable aerial cargo delivery capacity for one aircraft.

7. The delivery schedule dates, noted in the 10 March memorandum for C/PP/PMD, for the remaining four (4) sets of inward opening aircraft cargo doors, are to be advanced pending release of component fabrication based upon successful installation of the initial prototype cargo doors.

8. To aid in field installation of the inward opening aircraft cargo door kits, DFD/AS will provide one man [redacted] to observe the initial prototype installation. In addition, photographic and written instructions will accompany each kit.

9. The above summarizes the liaison meeting, and it is the impression of TBS/ED that the present status is agreeable.

[redacted]
Chief

TBS/Engineering Division

cc: DFD/AS
PP/PMD

DD/P/TBS/ED [redacted] mt